## THE OVERLAND MAIL ROUTE.

Enthusiastic Meeting of Citizens of Sants Clara and San Francisco-The New York Hernid's Correspondent Feted, &c., &c. The citizens of Santa Clara met on the 14th of October

for the purpose of giving expression to the views enter-tained by the people of Santa Clara of the great benefits to be derived from the successful establishment of the overland mail route.

We have received the following communication from Mr. Wright, the Secretary of the meeting:-

SANTA CLARA, Oct. 15, 1858.

DEAR SIR-Accompanying this please find the proceed Oct. 14th. It is with feelings of considerable enthusiasm that the people of this State behold the successful completion of the several overland mail routes, prompted in the main by the fact that as communication is increased and facilitated our well-being and prosperity advance.

The great bane of our State has been the check given to immigration by steamship monopolies, and the natural objections to overland travel, both of which agents have been removed by the enterprise of government agents and mail contractors in the establishment of the several routes. We are confident that speedy and large emigrathe establishment of stations for mail service.

the establishment of stations for mail service.

Having soil, climate, and almost every advantage desired, we need nothing but an increase of the number of the hardy sons of the soil to fully develope the vast resources of our State.

With these facts in view, we feel rejoiced in the consumation of so great a work, and look forward to the speedy realization of our long deferred hopes, (the construction of the Pacific Rairoad,) when we will be able to take our position among the States as one of the greatest. In conclusion, we hope to find in you a ready and devoted advocate of our necessities as well as our rights, in the firm belief that you will be found doing justice to our cause.

H. D. McCOBB, President.

S. H. Whigher, Sceretary.

S. H. WRIGHT, Secretary.

S. H. WRIGHT, Secretary.

Mr. H. D. McCobb president.

THE MEETING.

Mr. H. D. McCobb presided, and addressed the meeting at length. He said:—We meet this evening for the purpose of giving our cheerful hearts towards celebrating the first overland postal route through our fair valley, uniting as it were, the mountains and plains to the scathat we hall with unfeigned satisfaction the successful coanceting of the Atlantic hemisphere with the western slope of our glorous confederacy by the various routes now in harmonious union of one great chain of postal arrangement. In contemplation of giving honor to the privileges which the progress of American industry is daily bestowing upon us in this far distant land, we have to remember that there is a Providence ruling our desting; that as Californians we have but one common interest to consult; that our desting is to bind stronger the great chain of the confederated States; that the North will outstretch her arms, and the South will meet the embraces, while the East and the West dance around the nuptais of the Union; that the Paculic shores of right will be the peacemaker of the whole Union, and the postal routes and railroads, to carry kind messages to the everlasting confederated States.

The following resolutions were unanimously adopted:—
Resolved. That the people of Santa Clara view with pride the succession establishment of the overland mail routes, and

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Resolved. That the people of Santa Clara view with pride
the successful establishment of the overland mail routes, and
haif the event as one calculated to give impulse to a speedy imingration to the Facilities shores.

Resolved. That the establishment of the various routes now
to successful operation will have a tendency to encourage the
speedy projection of the Pacific rullroad, the consummation of
which will serve to connect many closely the chertisted homes
of our "fatherland" with the sons and daughters of the Pacific
coast.

which will serve to connect more closely the cherished homes of our "tatheriand" with the sons and daughters of the Pacific coast.

Resolved. That the people of Santa Clara Valley feel a lively interest in the success and wolfare of the Southern Overland route, it being the only one strictly communicating with our fertile valley, and it deserves our fostering care and patronage.

Resolved. That the Hom. A. V. Brown, Postmaster General, in his wase policy in the management of the department under his charge, and for his nutring efforts to give the people of California a speedy communication across our continent, deserves our heartief gratuate.

Resolved. That James Gordon Bennett Esq., of the New York Brazalo, in despatiching a special correspondent for his paper by the Southern route, for the purpose of giving correct information of the practicability, and facts connected there with of the Southern route, entitles him the ploneer of newspaper enterprise, and should receive the hearty support of all well wishers in the Golden State.

Resolved. That a salute of twenty guns (corresponding with the number of stations on the route) be fired at haif past seven o clock formorew morning (etc. 15, in honor of the successful catalogue). That a copy of these resolutions be forwarded to the proprietors of the Southern overland mail service.

Resolved. That he several papers of the county of Santa Clara and the New York Harianb pe requested to publish these resolutions.

Pu. A. B. Caldweit next addressed the meeting. He said

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Dr. A. B. Caldwall next addressed the meeting. He said that the establishment of the overland mail route, and its success, were no longer to be doubted by the most incredulous; that it was a fixed fact that the trial trip has been successfully made, and a distance through an unsettled country of twenty seven hundred miles travelled with stages in the short space of twenty-four days. He looked upon this mail line as a harbinger of better things coming; that the benedits that would flow from it would not be confined to transmitting mail matter, to writing to our friends in the East, or obtaining a speedy passage home by this route, but the blessings that would flow from it would be innumerable, some of which might be named—first, the protection it would afford the overland immigrant to our State; that it will cause a rapid settlement of Calfornia with a hardy, energetic working class of men an awomen. I have predicted to night that that great road will be completed in less than ten years, and instead of being twenty-four days to St. Louis, we will be able to make to in less than four days. The overland mail route, now in its infancy, will grow, and great results must proceed from it; it is the beginning of the end, and we may look forward to the time when we may be able to get in a buggy and in a few days drive across to the older States with ease, stopping and remaining over night at a hotel on the road. Then will be several large States admitted into our glorious Union, out of the vast wilderness that is only inhabited by the savage and the beasts. There is territory enough to make the number of States in the Union swell to one hundred.

ral large States admitted into our glorious Union, out of the vast widerness that is only inhabited by the savage and the beasts. There is territory enough to make the number of States in the Union swell to one hundred. What a glorious confederacy of one hundred States! Yet this is no extravagantly drawn picture. Such is "manifest destiny," and such we will be. Behold what a great nation grows out of small things!

Mr. C. McClar was the next speaker. He said:—This overland mail enterprise from St. Louis to San Francisco is no dream, sir; it is a fixed, established fact, that the stages are in running order from the far distant land of our fathers to this our newly adopted garden-spot of the world. With your permission, Mr. President, I shall read an extract from Mr. Ormsby's speech, as published in yesterday's Alka of San Francisco.

After reading extracts from our correspondent's address, he proceeded:—

I have no hesitancy in urging our Atlantic friends to come to this flowery land of perpetual summer; my hesitancy has been founded upon the dangers of a sea voyage and the extravagant charges of the steamship monopolists. My hesitancy has given way before the clear, strong light of truthful enterprise which is breaking upon us in the success of our overland communications. Shall I be considered wild and reckless when I say that California, from her deepest, widest, broadest, largest heart (and she knows what a large heart means) sends one great, grand and universal invitation to those who wish to better their condition to come to our shores and enjoy the very finest climate the sun ever shone on? We have the soi, the climate, and everything else that good, houst men want to make them comfortable. You can come by land, safely, quickly, cheaply, and easily. This route is the great, and will be the great highway for the nations of the earth to travel upon. Some object to this route because it lies too far soath. Narrow, infeed, must be the mind that objects upon this ground. We care but this every finest of the c

less cars, freighted to their utmost capacity. (Cheers.)

THE MERTING IN SAN FRANCISCO.

[From the San Francisco Herald, Oct. 12.]
A large and enthusiastic meeting of citizens was held isst evening in Musical Hall, to give expression to the sense entertained by the people of this city of the great benefits we are to receive from the establishment of the Overland Mail Route. The hall was densely crowded.
On motion of Mr. John Middleton, the meeting elected Col. Joseph B. Crockett Chairman.

The following gentlemen were elected Vice Presidents.—Hon. M. H. McAlister,
Hon. O. Hoffman,
B. F. Washington,
C. L. Weller,
F. Macoudray,
J. Whitney, Jr.,
D. Gibb,
M. G. Upton,

Hon. O. Hoffman, C. L. Weller, J. Whitney, Jr., M. G. Upton, J. Sime, P. Donahue, J. Middleton, G. Touchard.

Col. CHOCKETT CAME (ROCKETT'S SPECH).

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Covery people some great event occurs which makes an epoch in its annais, and is deemed worthy of special commemoration. But a few days have elapsed since we all united in doing homage to that achievement of modern science by which two distant continents were united by the electric telegraph, and now we are met to commemorate an event which, though more modest in its pretensions, and perhaps more circumscribed in its results, is, nevertheless, in my opinion, more important to distant the laying of fifty cables across the Atlantic. In the brief career of California but two events have occurred of such paramount importance as to assume a prominent place in ber history—the first was the discovery of gold in her mountains and valleys; and the second is the successful establishment of overland mails. The first of these events needs no commentary. It has written its own history in the language of every civilized nation on the face of the globe. It has told its own story at every fireside, and processined itself in every port where commerce unfulle a sail. But while our gold has done so much for "the real of mentiond," it has done but comparatively little for us. During the last ten years we have shipped from California force than five hundred millions of gold, and have retained amongst us but a very inconsiderable part of the enormous wealth we have produced. And to comparate us for this California has been cursed with a transient population, bound to her by no ties of home or kindred, feeling no interest in her welfare, nor any pr in her growth and progress. It is not possible we can have any other kind of population until we shall have recased facilities for travel across the Plains. For myself place no reliance whatever upon the travel by sea. If we had a dozen lines of steamers, all managed in the macrotic population until we shall have account of the manuer, they would not accomplish our desired b COLONEL CROCKET'S SORRCH.
Col. CROCKET came forward and said—In the history of

ings that could befall California, would be to discen ings that could be east California, would us to assessment sentirely and at once, all communication by sistam between San Francisco and New York. The second of the second

portant work anterior prosperity of our possessions on the Pacific coast.

Resolved, That in our opinion the establishment of these routes will not only induce the speedy settlement of the immense territory lying between the eastern borders of California and Oregon and the western lines of Kanasa, Missouri and Arkanasa, but will afford facilities for and a security to emigration which will very soon attract to the Pacific coast a vast population, which will not only confergreat benefits upon us, but will themselves reap a corresponding benefit from our fertile lands, our delightful climate and inerhaustible mines.

Resolved, That the counsection so satisfactorily established between the Pacific and Atlantic by lines of communication maintained exclusively within the national domain, is calculated to bind together the Kast and West; to unite by firmer ties the States whose shores are laved by the watersof the two great oceans, and by creating a warmer sentiment of brother-hood between the different sections hitherto separated by natural and barriers, now o'erstepped and encompassed by energy and

the States together the start and West; to unite by firmer the States together the start and West; to unite by firmer the spread oceans, and by creatify a warmer sentiment of brother-bood between the different sections hither to separated by natural barriers, now o'erstepped and encompassed by energy and enterprise, in an additional guaranty to the perpetuation of our Resolved. That, in our opinion, it is the bounden duty of the federal government to establish, without delay, smiligent military posts along these routes to protect them from hostile Indians.

Resolved. That, in our opinion, it is the bounden duty of the federal government to establish, expenditured to the state of the college of the people of California.

Resolved. That the mancipation of the people of California the interest of the state of the dangers and privations of sea travel and off repeated indignities and wrongs from semi-civilized to reign government. In his different services of government are result has been every and indomisable perseverance so glorious a result has Resolved. That the Hon. A. V. Brown, Postmaster General, in his official sets, presents claims to our consideration of no ordinary character, in the successful result we now celebrate, in the establishment of the various lines of commonication. Resolved, That the route established from St. Jessophs, via Sait Lake, to Pisceville, is an evidence of the enlarged and slatesmanlike views of the head of the Post Office Department, and that we commend it, together with the one from New Orleans, via San Antonio, to San Diego, those from indefinition, from Sail Lake to Roseburg, O. T., to the St. Louis and Memphis line, as inducative of the intention of the general government to consider the claims of our western possessions to unmerous and efficient lines of internal communication, and so refered to the successful establishment of the proprise of such magnitude, has satisfactority denominated the practicality of the St. Louis and Memphis line, as induced the proprise of such magn

opening of this route not to move the jealousy of our four-in-hand club, or to excite the unavailing regrets of the rapidly decaying race of finglish stage coachmen, whose occupation the railways have destroyed. As America is celebrated for fast trotting horses and for fast locomotion of every kind, the cultivation of the art of driving along the prairies, ravines, caverns and valleys of this long journey may be the means of introducing to our democratic cousins a taste which, whether aristocratic or not, still survives in the old country, and is gratified whenever an opportunity presents itself.

But our object on the present occasion is to show that this postal route must, in course of time, be followed by an extension of settlements across the continent. On this point our New York correspondent, whose valuable communication we published yesterday, observes.—

I have said that the importance of this imagination can scarcely be raised too highly. Setting saide the immense value of rapid mail communication, this line of stages, dotted with post stations, must inevitably create a chain of settlementa along the road, and in all probability prepare the way for that Pactine railway which is to give the nation possessum it so many advantages. A telegraphic line will undoubtedly follow, in a few months, the stage line, and tremendous efforts will be used to secure the passage of a Congressional act authorizing the construction of a railway over one or where of the routes which have been projected.

Whatever action Congressionany take, we are very much

construction of a railway over one or effect of the routes which have been projected.

Whatever action Congress may take, we are very much inclined to believe, with Mr. Asa Whiney, that there are sectional differences in the way of an interoceanic line which no federal legislation can satisfactorily adjust. Each State through which the proposed line would pass, moved by jealousy or by some supposed interest, might not concur in the arrangements as to grants of land, tolk, &c., which its immediate neighbor might deem to be expedient. But there would be another difficulty. It is impossible to conceive that the slave and free States would unlie in

State through which the proposed line would pass, moved by jealousy or by some supposed interest, might not concur in the arrangements as to grants of land, tolls, &c., which its immediate neighbor might deem to be expedient. But there would be another difficulty. It is impossible to conceive that the slave and free States would unlie in one general and uniform system, so that the latter would sanction a line of this national importance, which would pass exclusively through slave territory, and thus tend to the extension of that "domestic institution" which the people of the North view with abhorence and dismay. The report of the United States Secretary of War, made in December, 1857, states:—

The surveys of the different routes for a ralicad to the Pacification of the surveys of the different routes for a ralicad to the Pacific and the result published. All common the surveys of the different routes for a ralicad to the Pacific Act of the surveys of the different routes for a ralicad to the Pacific Act of the surveys of the different routes for a ralicad to the Pacific Act of the surveys of the different routes for a ralicad to the Pacific Act of the surveys of the different routes for a ralicad to the Pacific Act of the surveys of the different routes for a ralicad of the construction of the Secretary of War sums up in its favor such matters as the military defeace of an extensive and exposed frontier, facilities for the movement of trade and commerce. The only nation which can compete with the United States in this great work is England, and the most competent authorities in America, not withstanding the report of the Secretary of War, have expressed a decided opication that the British North American Territories afford infinitely greater facilities for the construction of an interoceanic line than any portion of the Entited States, whether the line should start from the Atlantic, or start from the extreme South. In this country we have intelly read many statements on the subject of the Tacific and the cons

Monros, New Granada, Sept. 23, 1858.
Description of Monpos, the Queen City of the River Magda-lena—Its History—Rivers Magdalena and Cauca—Steam-ers' Route to Head Waters—Seasons—Diseases—Intense Heats—Productions of New Granada, &c.

gangue, I now proceed to give you some account of this famous old city, which is situated in the department of the State of Magdalena, on the left bank of the river Magdalena, twenty-one miles above the confluence of the river Cauca, in N. lat. 9 deg. 14.20, and W. long. 74 deg. 27.43

stands on an island formed by the confluence of the rivers Cauca and Magdalena at Pinto, and by a brazo or arm of the Cauca at Banco. It is distant one hunof brother dred and one miles by the river from Barranquilla, the narrows. The distance from Pinto to Banco is eighty niles; by the Cauca it is circuitous, and may be computed of December and lasts till the end of March. The river is lowest during the whole of that period. In those months

ter, which at low water rises six or seven leet above the surface.

In a straight line Mompos is distant 120 miles northfrom the capital, Bogota, but by the road 153 Spanish leagues; it is one of the principal stations for steamers plying on the river Magdalena. In former years it was described by Stewart as the only place on the river where anything like the bustle of active human life and industry was to be found; but since then Barranquilla (a description of which I purpose giving you in my next) has taken the palm from all other cities, both on the rivers and coast, for commerce and industry.

loond; but since then Barcanquilla (a description of which I purpose giving you is my next) has taken the palm from all other cites, both on the rivers and coast, for commerce and industry.

Unlike Magangue, Mompos is a place of steady and increasing business; it has extensive stores and large and landsome private residences, and is noted for the number and extent of its churches, and the Pantheon or Temple is considered one of the most beautiful in the country; it has two public colleges and many schools, but education is a blank. The inhabitants are hospitable and industrious, and they are passionately fond of music. This city was founded in the year 1835 by Alfonso de Heredia, a Spaniard of some note, and probably the same Heredia who, ix years previously, had founded Carthagena; its position is central, and it enjoys an active commerce with the adjacent towns and villages; it is noted for its suffering and heroic resistance in the war of independence, when Colombia was shaking off the yoke of Spain, and which has earned for it the title of Chiadad Valerous, the "Valorous City." It is without exception a hotter place than any other in the country. For days and weeks together the thermometer will stand at over 100 degrees Fahreinheit in the shade. I have dined on board a stramboat at 5 P. M., in front of the city, with the thermometer at 165 degrees. An uninhabited island somewhat obstructs the view directly opposite the city.

The population might be calculated at about 8,500 suils, the greatest proportion of which are negroes; indeed, I suppose that in the whole coast territory of New Granada the traveller will not see the aimost real African negro to greater perfection than in this city. There are also agood proportion of Creoles and Sambos, and a tolerable sprinkling of whites. The most loakhoung discussion is a sadly neglected one. There are many wealthy inhabitants; but lately many have left, for reason of the insecutive of leptosy exists, and the appearance of some of these wretched objects, with their

Supposed Murder in Connecticut—Arrest of Supposed Murder in Connecticut—Arrest of Supposed Parine.—In August, 1856, a man named Timothy Egan, was found on the railway track, near the New Haven and New London freight depot, in a dying condition, in consequence of severe cuts on the head. He remained senseless until his death, which took place within twenty-four hours. He had apparently been murdered, and then thrown on to the railroad track to be run over by the cars, and the coroner's jury returned a verdict to the effect that he had been killed by some persons unknown. The exertions of the officers were unavailing to unravel the mystery of the transaction, but within a short time, Grand Juror Clark has obtained a clue, and, by its aid, the officers of the law have ferreted out a chain of circumstances and proof which seem to render it certain that the murderer is discovered. An examination was to have been held yesterday, but it was postponed, in consequence of the engagements of the justice and the counsel. A man, supposed to be the murderer, is arrested, and evidence is at hand, which we are not at liberty to state, which seems to throw full light upon the transaction.—New Haven Journal, Nov. 9.

Karl Formes on the Character of Leporello.

TO THE EDITOR OF THE HERALD.

The musical reporter of the New York Staats Zeitung of representations of "Don Giovanni," and of my perform ance in the part of Leporelio, expresses himself in such a

American are well acquainted with what German music is, owing to my efforts, particularly for my having intro-London and Paris; and without taking pride in it, I think I have, by my German songs and my German method, not only pleased and deeply moved the ears and souls of many of my countrymen, but have awakened the the interest and sympathy of many Americans for German larger cities of the West. Yet I am very far (with regard to the musical merits of the Italian nation, to whom we are indebted for so many great masterworks and for so many them in such a contemptuous and coarsely disparaging manner as was done by the reporter of the New York Staat Zeitung, in a criticism of "Don Giovanni," purporting to be a scientific one. No nation is permitted to extol itself and its achievements by disparaging and misrepresenting in a political point of view, caused the ruin of the European movement for liberty, cannot but be dangerous with regard to the performances of art. As one of the chief representatives of German music on this side of the Atlantic ocean. (I am proud enough to consider myself as such

regard to the performances of art. As one of the chief representatives of German music on this side of the Atlantic ocean, (I am proud enough to consider myself as such, "for only scamps are modest,") I feel it my duty to publicly protest in the most positive manner against the whole conception and character of the report alluded to, in order that my Italian musical colleagues may understand that it is not every German here who considers their performances in the same light as this reporter does, who does not shrink from oftending a whole nation in order to appear as a genuine Teuton.

So far as criticism of my own performance in the part Leporello is concerned, it is my custom to leave criticism enlirely free; and I do not like to interfere with the quarrels of newspaper writers, who generally by every lime betray to the eyes of connoisseurs their perfect ignorance. But the expressions employed by the Staatz Zeitung, and the whole tenor of the article, are such as to deserve, (considered even from another point of view than that of musical criticism), the severest reprehension and blame. To throw into the face of a man, who in the opinion of the critic himself is to be considered as one of the first representatives of German musical art, qualifications like "humbug," "foppery," "caricature"—this proves the existence of a juvenile petialney, of a want of tact, and of a roughness bordering on coarseness, which not only outrages the laws of the most common politeness, but might easily, on the part of more susceptible natures than my own, lead to a palpable chastisement, more conformable to the style of the scribbler.

I played the part of Leporello just as I am playing it here, in Paris, London and St. Petersburg, and the reporter is entirely mistaken when he is believing and saying I am "already given up to American humbug." But in the same way in which the Teutonic youth first kicks the Italians, he could not resist the temptation to give, en passant, a cuff also to the American public, in order to prove to the

in good luck, bold and reckless; when in danger, craven and trembling; in his conversation, coarse—in his movements, partly rude, partly polished. Add to this his Southern vivacity, which, in a German valet de chambre, into whom the critic of the Staats Zeitung would like to see him transformed, would no doubt appear unnatural and exaggerated. Lastly, Leporello, who certainly is superior to his master, is so cunning as to still exaggerate these natural qualities in order to deceive his own master with regard to his own shrewdness and craftiness. The great opera public in Paris, London, and also New York, well know how to appreciate this conception of character such as Lablache and myself regard as the right one, and in spite of increased prices of admission rewarded us with a numerous attendance and much applause. Therefore, we may be easy under the whining rancer or the customary coarseness of an obscure reporter. Proceeding we may be easy under the whining rancor or the customary coarseness of an obscure reporter. Proceeding on the truly democratic principle to which I always adhered, as it is well known—oftentimes under great dangers—the principle Vox populi, vox Dei—I through my life always courted the favor of the people—of the great whole—even at the risk of disobliging thereby crowned heads or the reporters of the Staats Zeitung.

Respectfully, KARL FORMES.

The Littles Murder—Ira Stout.

[From the Buffalo Advertiser, Nov. 13.]

We make a great deal of unnecessary fuss over our murderers. The reprobate whose name graces the head of this article, before expiating his crime upon the righteous gallows, was the object of more feminine tears and masculine sympathy than a prolonged course of well-doing would have secured to him. Beyond a lively wish that he might be hung in due season, and with all proper forms of law, we have, personally, feit little interest in him up to the present time, when a perusal of his "Last

mascutine sympathy than a prolonged course of well-doing would have secured to him. Beyond a lively wish that he might be hung in due season, and with all proper forms of law, we have, personally, fett little interest in him up to the present time, when a perusal of his "Last Writings" and "The Statement" of his siter, Sarah E. Littles, has begotten a disposition to say something about the actors in the Little tragedy. Of the two pamphlets just mentioned, we need only say that the "Last Writings" is a verbose, windy, declamatory attempt of a braggart to keep his courage to the sticking point and "die game." The statement of airs. Littles is a quiet document, with strong internal evidence of truthfulness.

The cesential facts of this strange affair as they stand now in the light of these socuments, and of the evidence on the trials, are to this effect.—Stout, a smart criminal, but rather unbucky, an expert in forgery, a burgiar and incendary, after spending some months in a New York jail, was released, again arrested for a crime committed in Pennsylvania, confined in jail for a period of inne months, and at the age of seventeen years was thence transferred to State prison, where he passed four and half years in solitary confinement. After graduating at this institution, he came to Rochester and joined his family, except his father, who was at the time an inmate of Auburn prison.

During his impresonment, his sister Sarah, a good looking and pleasant tempered girl, had married Charles W. Littles, having lirst, in obedience to an honorable and honest impolies, told him of the heavy disgrace which attached to nor family. The marriage was unbappy, owing to the drunken and honest inpolie, told him of the beavy disgrace which attached to nor family. The marriage was unbappy, owing to the drunken sold honest career of himself, Stouth beautiful prisonal prisona

ruigar, common place acoundrel, ripe for the gallows.

RAILROAD FREE PASSES.—The Hamilton (Canada)

Spectator publishes a decision recently made by ChiefJustice Robinson, which is important to railroad travellers
in Canada. It appears that several of the unfortunate victims of the Desjardins bridge accident were travelling at
the time with free passes. It has been held, in some of
the courts in this country, that the acceptance of a free
pass by a traveler did not experate the railway company
from their obligation to carry him safe to his destination.
The contrary has, however, been determined in Canada.
The case referred to was one brought by Mr. James
McFliggan, who had a daughter living in the employment
of Mr. Irving, solicitor of the Great Western. On the day
of the catastrophe she was sent to Torouto by Irving on
a message, and on her return home the accident occurred
which deprived her of life. The defence urged that she
was travelling on a free pass, which explicitly states that
any person accepting such pass is personally liable for
any accident which may occur. His lordship sastained
the position of the defence in his charge to the jury, and
a verdict was returned in accordance with the suggestion
of the Court.

Sentence of the Murderer McMahon, in New-ark—Heartless Conduct of the Condemned.

[From the Newark Advertiser, Nov. 16.]

James McMahon, who was convicted last week of mur-der, was sentenced at nime o'clock this morning, by Judge Haines, to be executed in the county prison or yard, on Wednesday, January 12.

McMahon was brought into court and stationed within the bar, just back of the lawyers' tables, and immediate-ly facing the bench. He stood erect, in soldierly position, during the delivery of the sentence, and received it caimly.

during the delivery of the sentence, and received it caimly.

Judge Haines then proceeded to speak as follows:—

James McMahon:—By the verdict of a jury of the country, you have been convicted of murder in the first degree, in the wilful, deliberate and premediated killing of Ann McMahon, on the 19th day of September last, in the city of Newark. Have you, or do you know anything to say why the Court here should not proceed, upon that conviction, to judgment and execution against your II so, now is your time to speak.

The prisoner then spoke substantially as follows:—

I have not had justice done me. The witnesses against me were all of bad character, and all bought up to swear against me. I was tried and convicted before I came here to trial.

Judge Haines then proceeded to pronounce the sentence

I have not had justice done me. The witnesses against me were all of bad character, and all bought up to swear against me. I was tried and convicted before I came here to Irial.

Judge Haines then proceeded to pronounce the sentence of the Court with the following prefatory remarks:—

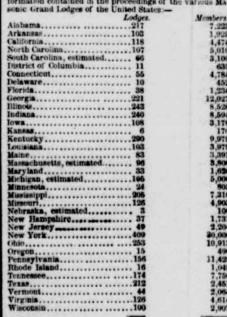
You were arraigned for one of the highest offences against the peace of society and the law of the land. \*\*\* It appears by the concurrent testimony of several credible witnesses that you had conceived towards the deceased feelings of implacable hatred and mulignant revenge; that you had threatened her life, and that on the very day of her death, in your own house in New York, in the presence and hearing of her husband, you had threatened to shoot her; that excited by rum and thirst for her blood, you came to this city, sought the object of your malignity, found her at the house of your own sister; there, in the procence of that sister and of her husband, you fired a ball from your pistot through her head, and with an interval sufficient only for her to exclaim, "Oh, Bridget, help me," you discharged another ball through her neck and head, and she fell and died without another word, not even a word of prayer for her soul. Then, turning rom the scene of blood, you leaped the fence and walked aimly and deliberately away. When subsequently puried you lied to a remote State, and there in the distance, and by the change of your name, you sought to escape that justice which so surely awaits the guilty. There, by the vigilance and sagacity of the detective officers of this city, you were discovered and arrested, and thence brought her for trial. A murder more foul, more malignant, coldbearted and cowardly can scarcely be conceived: its like can hardly be found in the annals of crime. \*\*\* It is considered by the Court here, and we do order and adjudge that you, James McMahon, be taken to the prosens of this county, whence you came, and that you be there kept in close and safe custody until Wednesday, the 12th day of January now next ensuin

bird; the bird flutters and flies nearer and nearer the serpent, until at last it comes within reach of its fangs and is sacrificed. He then proceeded to examine the evidence, showing wherein the complainant was corroborated, and wherein and by whom contradicted. He paid a handsome tribute to the manner in which the complainant had stood her examination. He said that he did not contend that she had acted prudently, but he did contend that she left home with this man and came to this city without an idea of wrong—relying implicitly on the prisoner as being a naval officer, one from a class of men whom she respected and loved—from which class she had received a proposal of marriage. He showed how, having entrapped her here, his honor as a naval officer was pledged and violated by the prisoner. He contended that subsequent consent to the ravisher was not an excuse for him; but that in this case it only aggravated the wrong, as showing how he played on her feelings, still striving to induce her young and confiding heart to lean on him so that he could further heat his passion. Mr. Parker closed by an earnest appeal to the jury to consider well the evidence in connection with her confiding character, and stated that he could not think how they could fail to convict.

The Judge charged the jury briefly. He stated the law in this case and reviewed the evidence. He told the jury to weigh well the evidence, as the importance of the case demands a fair and impartial hearing for both sides.

The jury retired at seven o'clock P. M. and returned at about nine P. M. with a verdict of "Guilly."

On the rendition of the verdict the prisoner was very much affected, and his wife, who was also in court, appeared to be completely overcome.



## Our Philadelphia Correspondence.

GIRARD HOUSE,
PHILADELPHIA, NOV. 5, 1858

Shops and Shopping—Still Anoth

Under the most favorable circumstances Philadelphia seems a little slow to a New Yorker. Its docks seem only like places where ferry boats have landings, and its Exchange the depot for a great number of musty looking omnibuses, in which no one rides. But it will not answer to trust to first impressions about cities, any more than about women, and Philadelphia, though really slow in some matters, has yet many things which go far to confirm the absurd opinion which its people have of their own consequence. Up to a recent period they have been like the Chinese in their jealousy of outside barbarians but rallways have broken this down, and there is a prospect—certainly a remote one, but still a prospect—that Philadelphia will be a cheerful place one of these days.

Just now your correspondent sees the place u unfavorable aspects. It is very wet, very dirty, and rather cold. Chestnut street looks as if some one had spilled a great jug of ink over it, and as if it were in a brown study as to whether or not it would pay to bring a suit for libel against the spiller. There are some politicians of the Douglas stripe, including a Kansas martyr, weather bound at the hotels; but they are not lively, by any means. The arrival of the New York papers and the dinner hour are the only brilliant periods of the day. All Under these circumstances, antiquarian researches have heretofore served to fill up a portion of the time; but even

that resource is now denied me. Formerly one could sit in the Girard House parlor and gaze with affection at the board fence which circumscribed the the old theatre let opposite. Men from the West and the East, sharp New

incl. by the change of your name, you sought to example that jistice which so suricely sunts the guitty. There, by the vigilance and seagoity of the detective officers of the breit of trait. A morder more foul, more malignant, cold-bearfed and cowardly can scarcely be concaved; its like better that the contract of the count of t Yorkers and brisk Jerseymen, with an eye to the dimes, affected to wonder that this land, in the best business

A Western Railroad Operation.

ELACK MAIL BONDS—SEIZURE OF RAILROAD BOOKS.

[From the Chicago Press, Nov. 13.]

The lowa Central Air Line Railroad Company is in process of disintegration and dissolution. The president has resigned, as also some of the directors. Certain stockholders have commenced suits in chancery against the officers of the company, the object being to get rid of the \$750,000 land grant "black mail bonds" issued by the directors to persons who aided in lobbying the grant through Congress. Also to compel the directors to disgorge or cancel the \$260,000 of "full paid stock" which they voted themselves about a year ago for real or supposititions services—amounts varying from \$15,000 to \$22,000 each, and \$50,000 to the president, which he has tendered back. A farther object being to prevent any consolidation of the road with the Clinton and Cedar Rapids Company, which last is unnecessary, as the latter company declined a fusion with the Lyons road on any terms offered.

On Monday last, Mesers. W. H. Gibbs, P. Deeds, George Burten, D. & C. Scott, A. P. Dorlin and others, went into the secretary's office at Lyons and demanded possession of the books and papers of the company—"peaceably if they could, or forcibly if they must." The secretary, George W. Bettesworth, stoutly refused to deliver, except upon the order of the directors. Finally, after a long paricy, the master was compromised by the secretary agreeing to place them in the safe of Rand & Hazlett, bankers, which was done on the conditions specified in the following receipt.—

Received of George W. Bettesworth, Secretary of I. C. A. I. RR. Co., two packages, said to contain books of the lowa Central Air Line Railroad Company, marked Geo. W. Bettsworth, Secretary I. C. A. I. RR. Co., tyons, which we agree not to deliver to any person except upon the order of the socretary of the company, under a certificate of the secretary of the company, we further agree that we will not permit the said books to be examined by any one, except upon the orde

Thus the matter stands at our last advices. It seems quite probable that the company will lose the whole sand grant, on the grounds of a non-compliance with the conditions of the grant.

Where is the City of Cork !

TO THE EDITOR OF THE HERALD, In your issue of this morning I notice your correspon-dent "B" has made several misstatements, which I would wish to correct.

in reference to the Irish ports of call for the transatlantic steamers, he says that "though Cork has a 'spientid cove,' still the town is fifteen miles from the sea," and that no vessel of over one hundred and twenty tons can lay at its wharves.

Now, sir, without wishing in the least to burt the feelings of your correspondent, I will briefly say that he is either ignorant of the capacities of Cork harbor, (which is admitted by all navigators to be the finest and the safest in the world,) or not being ignorant of them, he most questionably stated what he knew to be false.

In the first place, the cove is only nine miles fro "heantiful city," a distance which is easily accompin from thirty to forty minutes by river steamers. Passage a railroad is in successful operation, and other on to and from the city of Cork (seven miles) or fifteen minutes. The largest ships ever built can to Passage; for instance, the unfortunate steamshident made it her anchosage previous to her vo New York.

Again, it is a well known fact that no less than of steamers run from the city of Cork, viz. to Glasgow, Bristol, Liverpool and London, and that a cone of these steamers is less than 1,000 tons. I be objection to see the Galway line flourish, and hope but "fair play is a jewel." Fiat justitia, ruat coel.

Monday, Nov. 15, 1856.

Nov. 17.-In the matter of the Evergreens Cen

Judge Davies ordered a reference. It is an application to court to establish the election of John Hoope, T the Court to cetablish the election of John Hoope, T.
Palmer and David Lyne, as trustees to the Cometathe Evergreens. Mr. Hoope, in his petition, states
there are seven trustees to manage the association,
of whom were required to be elected by the persons,
sessing lote in the Cemetery, on the first Monday in C.
ber last. He claims that at such election he and The
Palmer and David Lyne were elected trustees for t
years from the first Monday in October, 1858. The
spectors of the election gave them their certificate
trustees, and they profess to be willing to enter
their duties at once, but are precluded from so doin
Samuel E. Johnson, Edward Copland, Henry L. Ca
and Sylvester M. Beard, who refuse to recognise
rights and deny them the privilege of exercising the i
tons of their office, but that said persons have assothemselves with Robert G. Thursby, Orson H. Smith
T. H. Duryea, upon the pretence that thoy are the
elected trustees of said association.